



Comprehensive Transportation Plan

Chatham County Board of Commissioners

January 17, 2017

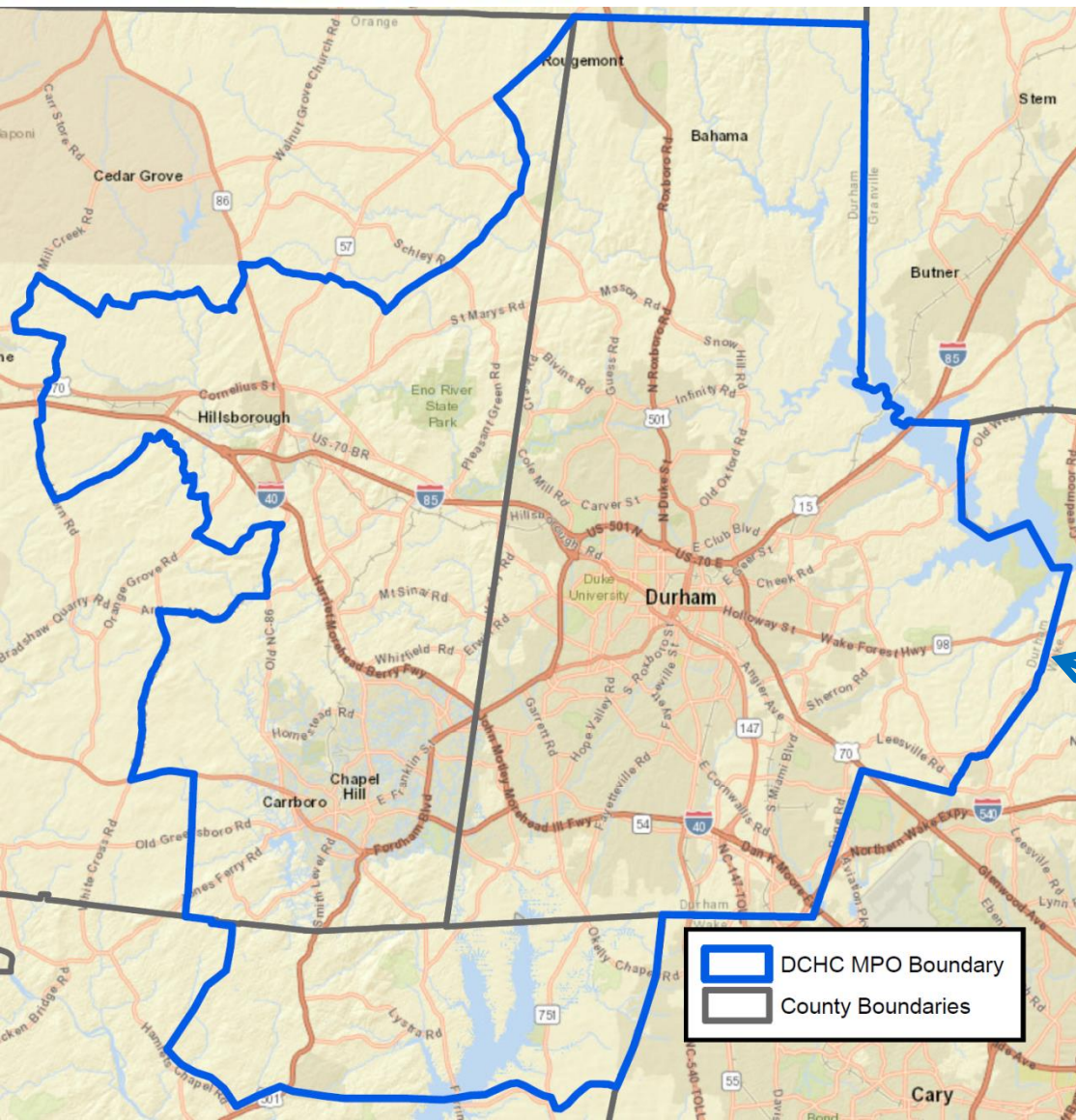
What is the DCHC MPO?

Durham–Chapel Hill Carrboro Metropolitan Planning Organization

- ▶ Responsible for long range transportation planning in
 - Durham City and County, and
 - Parts of Orange County and Chatham County.
- ▶ Federal mandate – MPO must plan and approve use of federal transportation funding
- ▶ Policy Board -- Composed mostly of local elected officials from member jurisdictions and counties.

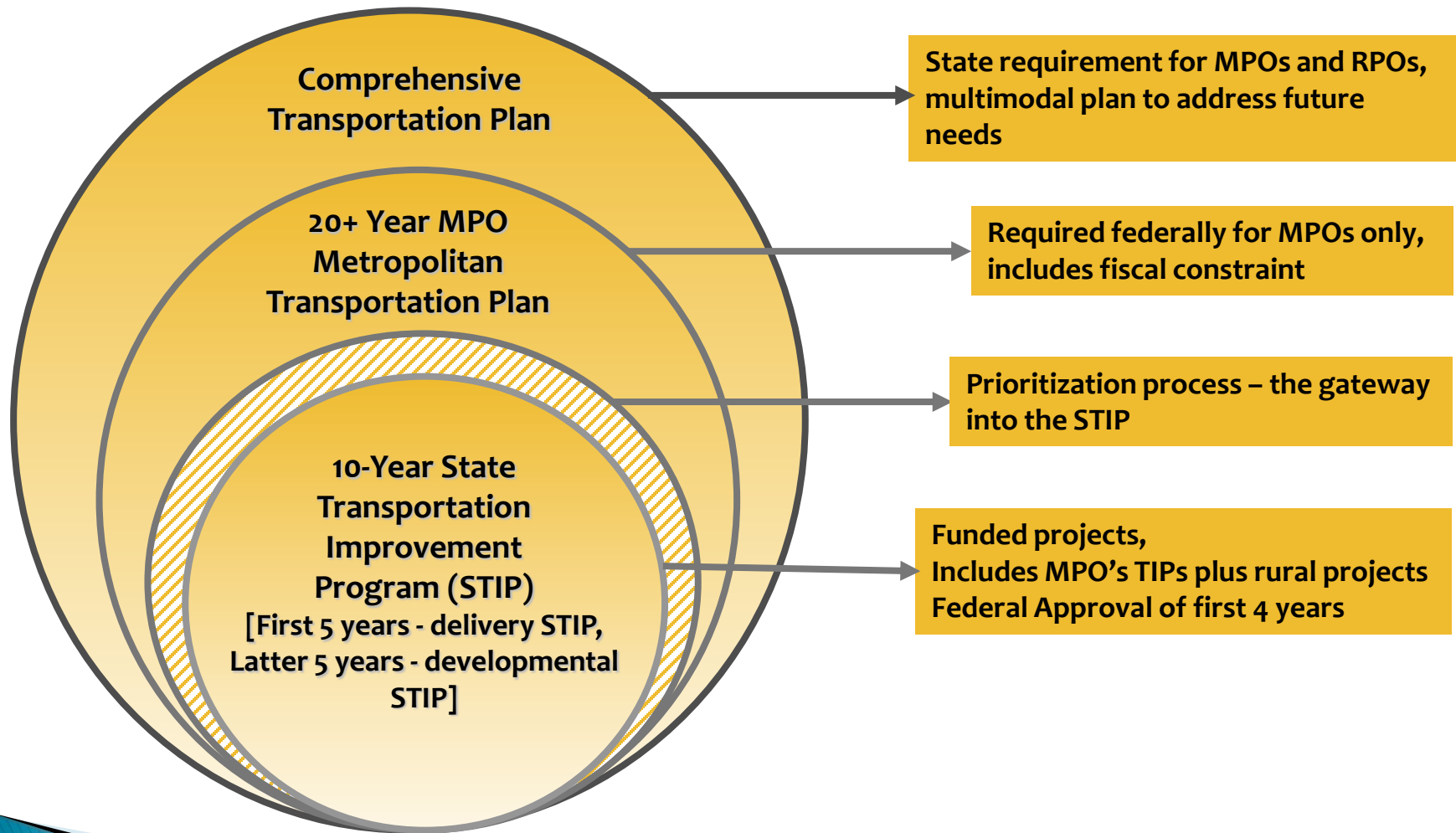
What is the DCHC MPO?

(continued)



- ▶ Most funding assigned in cooperation with NCDOT, but MPO also has discretionary highway, bicycle, pedestrian and transit funding.
- ▶ All urbanized area must be in the MPO planning boundary.

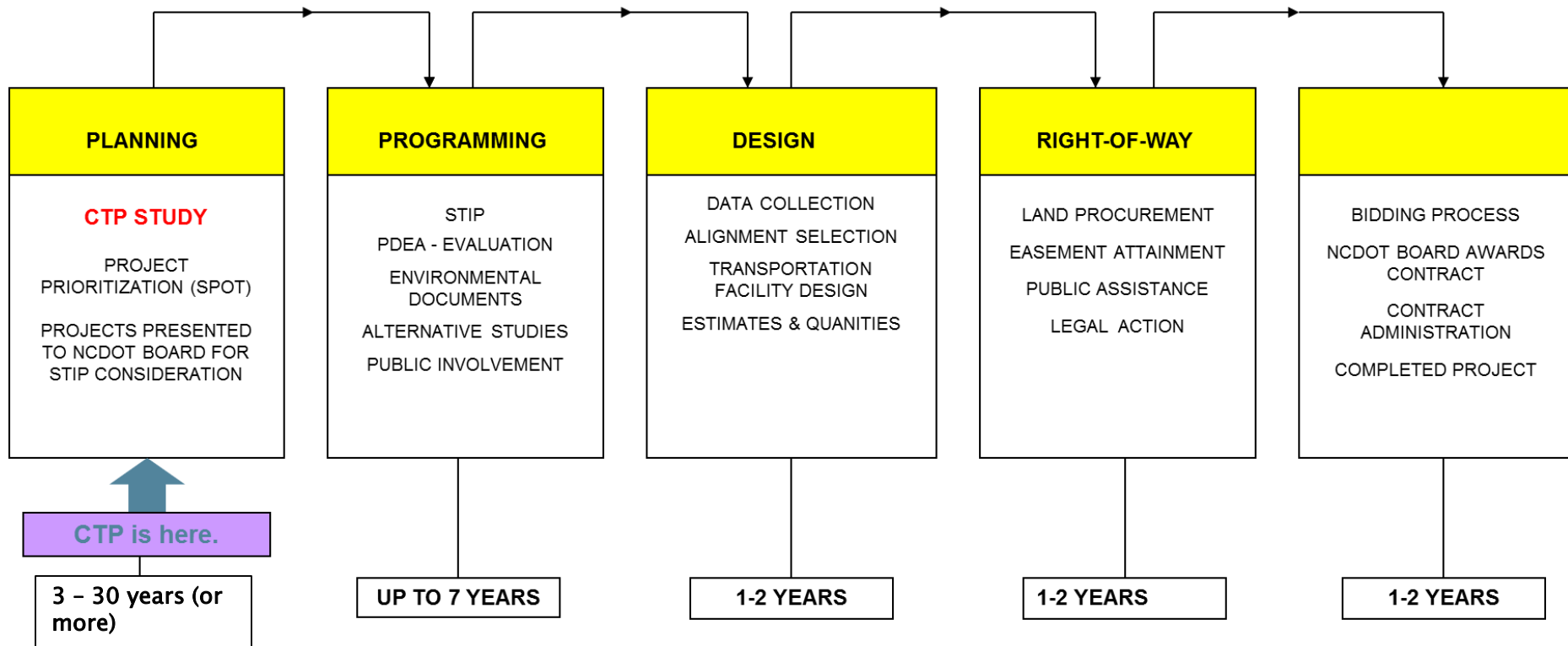
Transportation Planning Framework



Transportation Planning Framework

(Continued)

Typical Stages of NCDOT Project Development



Why do a CTP?

- CTP will replace old Thoroughfare Plans:

Thoroughfare Plans:

- Durham, 1992;
- Chapel Hill, 1994;
- Carrboro, 1994;
- Hillsborough, 1996;
- Chatham County, 1983;
- Orange County, 1990 (not adopted).

- Local government typically use T-fare/CTP to:
 - Reserve road right-of-way in dev't review
 - Permit certain types of uses, e.g., industrial
 - Direct roadway design, e.g., allow speed humps

Why do a CTP? (cont.)

- **State Statute § 136–66.2. “Development of a coordinated transportation system”**
- **Provide input to 2045 MTP and have a plan that looks beyond 2045**
 - CTP is not fiscally constrained
 - CTP can include facilities that are near capacity
 - CTP uses Level of Service D for highway, which is a lower capacity standard than the TRM.

What is Adopted?

NCDOT Bd. of Transportation

- Adopts only the maps
 - Shows needs improvement/recommended
 - Shows roadway type
 - Map notes : 1) Use for dedicating ROW; 2) Final location and design results from environmental review; 3) Complete Streets
- Receives link to backup information such as tables of project segments

What is Adopted?

(Continued)

MPO Board

- Adopts the maps at a minimum
- Staff recommends adoption of full report, including:
 - Tables of project segments
 - Problem statements
 - MPO policy, e.g., Complete Streets

Local Government

- Do not need to take any action
- Suggest that endorse CTP with comments

Public Input

- **Drop-in Meetings**
 - ✓ 1 in Durham, 1 in CH/Carrboro, 1 in Hillsborough, 1 in Chatham County
- **Local Elected Officials**
 - ✓ Local staff initiate; MPO/NCDOT staff provide support
- **Local Boards and Commissions**
 - ✓ Local staff initiate; MPO/NCDOT staff provide support

CTP Schedule

- ✓ **January 2015.** Published draft Deficiency Analysis for public comment
- ✓ **December 2016.** Release draft CTP for public comment
- **Jan./ Feb. 2017.** Conduct public workshops and public hearing, and get local review
- **March 2017.** MPO Board adopt CTP
- **April 2017.** NCDOT adopt final plan

CTP Review

There is a lot!

6 maps; 7 tables; dozens of problem statements; 3 more chapters; over 600 highway segments

There is time!

Three month public review period

There is help!

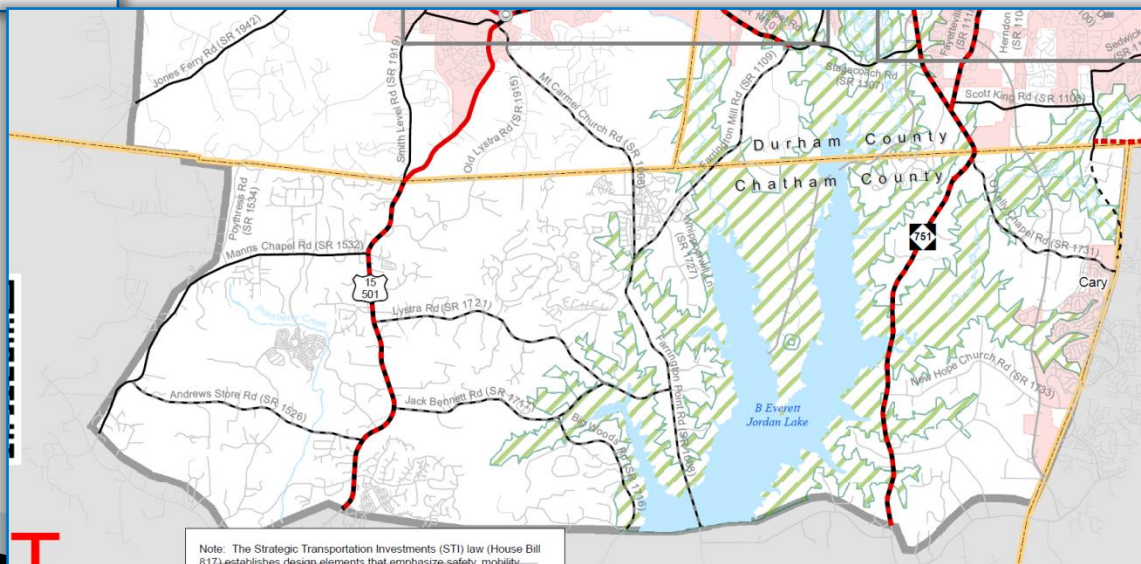
Public, boards and commissions, elected officials, and agency staff will review

Key Products – Highways

Freeways	Other Major Thoroughfares
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Expressways	Minor Thoroughfares
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
Boulevards	Grade Separations
Existing	Existing
Needs Improvement	Needs Improvement
Recommended	Recommended
	Interchanges (or Intersections)
	Existing
	Needs Improvement
	Recommended

Maps

- Shows all roadways that are minor thoroughfare and above, not just the ones that are to be improved
- Designates roadway type



Key Products – Highways

(continued)

Main Table

Facility	Segment		Jurisdiction	Dist. (mi)	2015 Existing System					2040 Proposed System				CTP Class	Problem Statement
	From	To			Lanes	ROW	Width	Existing Capacity (vpd)	2015 Volume	2040 Volume E+C	2040 V/C	Status	Cross- Section		
NC 751	Renaissance Pkwy	Stagecoach Rd	DurCity, Dur	0.9	2	60-90	19-24	12,700	12,000	18,777	1.5	NI	4D	Bld	None
NC 751	I-40	Renaissance Pkwy	DurCity	0.2	2	60	24	12,700	26,618	41,544	3.3	Ex	ADQ	Maj	UAD
NC 751	I-40	Southpoint Autopark Blvd	DurCity	0.2	4	60	24	36,600	15,000	30,622	0.8	Ex	ADQ	Bld	None
NC 751	Southpoint Autopark Blvd	NC 54	DurCity	0.8	2	60	24	12,700	15,000	20,622	2.4	NI	4D	Bld	None

• 2040 volume and volume/capacity (i.e., congestion level)

• Projected future cross-section. Abides by Complete Streets. Remember: environmental process determines ultimate cross-section design.

Other

- Problem statements – Eight Full and thirty-one minimum statements; explains why improvements are needed
- Unaddressed needs – explains why roadway that is over capacity does not have improvements designated

Very Thorough!

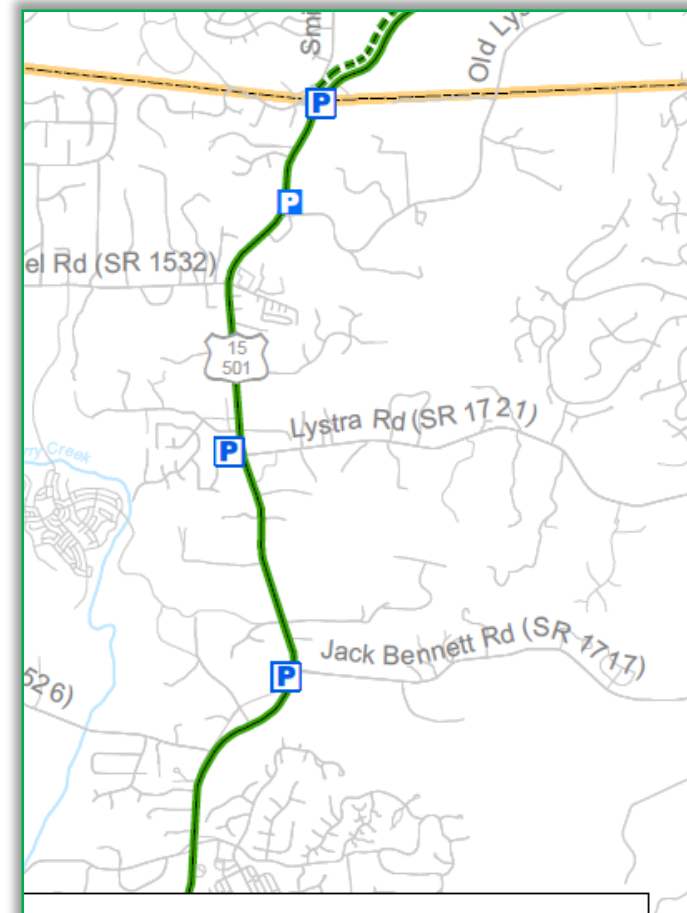
Key Products – Public Transportation and Rail

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- Fixed guideway maps and tables
- Designates bus express routes, stations, centers and park and ride

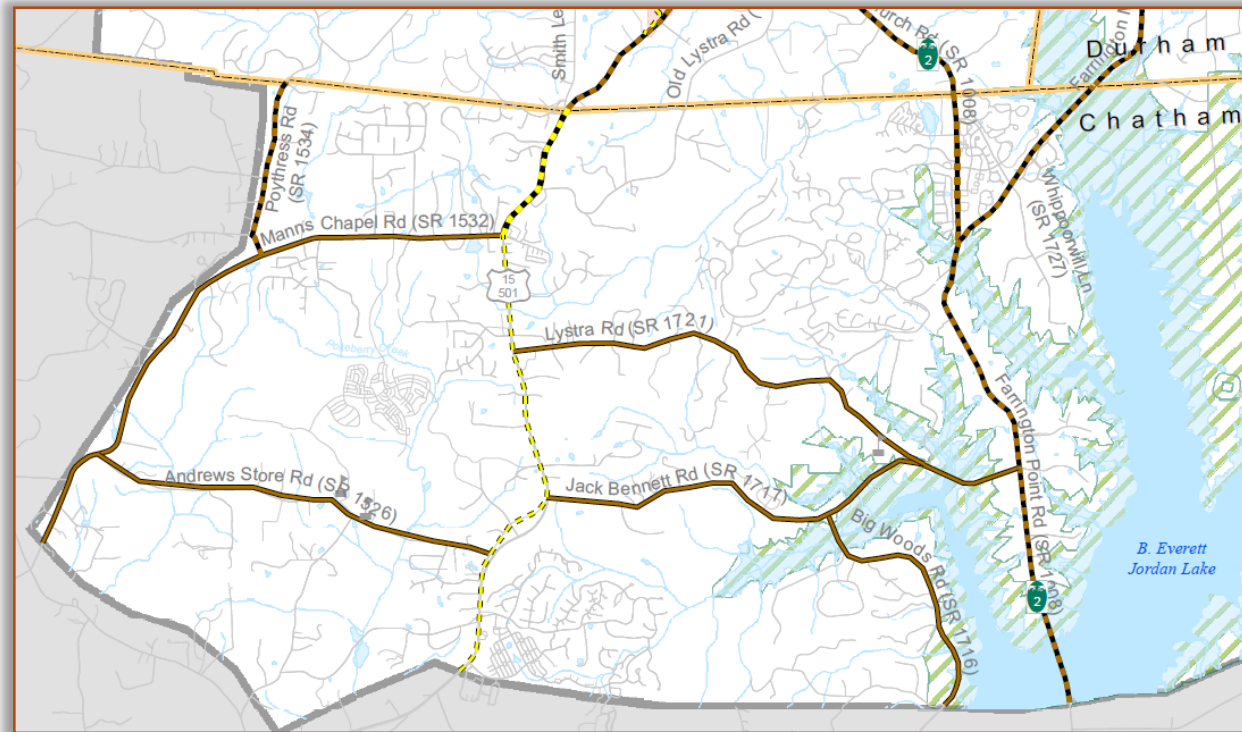
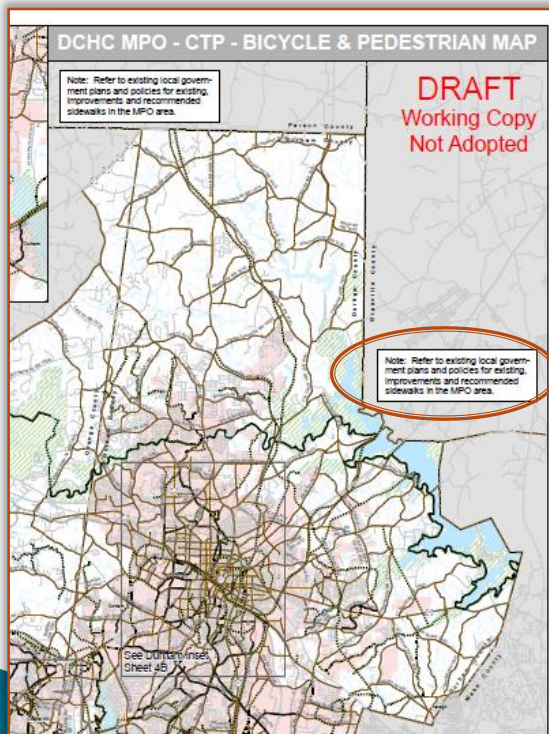


Fixed Guideway		Rail Corridor	Operational Strategies	
	Existing			Existing
	Needs Improvement			Needs Improvement
	Recommended			Recommended
Multimodal Connector		Park and Ride Lot	Grade Separations	
	Existing			Existing
	Recommended			Needs Improvement
Rail Stations		Rail Stations with Park and Ride Lot		Recommended
	Existing			Existing
	Recommended			Recommended
Transit Center		Transit Center with Park and Ride Lot		Existing
	Existing			Recommended
	Recommended			



Key Products – Bike, Pedestrian and Multiuse Paths

- Map
- Tables



- Future sidewalks will not be on map. A policy statement will require sidewalks.